

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:43 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 028 Const Calendar Day: 924 Date: 20-Mar-2012 Tuesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 05:00 AM 04:30 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM**Precipitation** **Condition** OvercastWorking Day ☒ If no, explain:**Diary:**

Dispute

cable erection

INSTALLATION of Strand No. 101



The day began at 5:00am with the slew of adjustments on both spans at the east end. The following is a summary of the adjustments that took place this morning starting at the South Main Span:

•Strand #97 South:

Expected Adjustment: 9mm West;

Adjustment made: 9mm West @ 5:18, resulting in an ABF SAG measurement of 626mm Vs CT's 620mm;

Adjustment No. 2 @ 5:22, to the tune of 3mm to the East, resulting in ABF's SAG measurement of 632

Vs. CT's 630 – CT called it FLAT (Spot on);

•Strand #98 South:

Some rough adjusting was expected here initially, as the sag on the span was said to be off by about 8":

Expected Adjustment: 2 -1/2" West;

Adjustment made: 73mm West at 5:37;

Adj. (II): 6mm West at 5:45, resulting in ABF's +1mm and CT's +3mm (off the Target SAG measurement);

•Strand #99 South:

Expected Adjustment: 17mm West;

Adj. Made: 17mm West at 5:53, resulting in ABF's SAG reading of 747mm (on Target) and CT's 746 (-1);

•Strand #97 North

According to eric adjusting 15mm West (mine was 19mm West) at 6:10, resulting in ABF's SAG measurement of 630mm Vs. CT's 629mm (by some account this was the TARGET and by others it is a +2 reading, nevertheless it is GOOD)

•Strand #98 North

Adjusting 49mm west at 6:19, resulting in ABF's SAG measurement of 692mm (+6);

Adj. (II): 2mm West at 6:29, resulting in ABF's SAG measurement of 687mm (+1) and CT's measurement of 689mm;

•Strand #99 North:

Adjusting to the tune of 50mm West (eric's – my reading came in at 45West) at 6:37, resulting in ABF SAG measurement of 744mm Vs. CT's 743mm (+1) with the target of 742mm;

•Strand #100 North:

Adjusting 33mm to the West at 6:49, resulting in ABF's SAG measurement of 780mm Vs. CT's of 775mm;



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Adj. (II): Adjusting 6-7mm (one could say 6.5mm) to the East, resulting in ABF's SAG measurement of 801mm Vs. CT's of 805mm(+6);

For all the interpretations and acceptance criteria arrangements, please refer to the Adjustment group's reports (headed by Alex Schmitt);

Unlike yesterday, when the adjusting got to an early finish, today it lasted the entire 2 hour window.

As of 7:00am, the following sums up the status at the North end of the East saddle:

- Strand #100North, already installed (not at the South end);
- Strand #101North, is Floated out and not formed, yet;
- Strand #102North, on rollers;
- Strand #103North, has the cable attached to the lug on the socket so it can be pulled to the haul frame; ...and now for today's events, which are as follows:
 - At 7:27, Strand #102 was Floated up;
 - At 7:27, attach Strand #103's socket to the Haul frame;
 - At 7:32, Begin hauling Strand #103;
 - At 7:35, helping Ankur (ABF's EGR) lay out markings on the anchor rods for future engagement length measurements (rods for strands 101, 102, and 103);
 - At 8:04, complete the Hexing of Strand #101 North;
 - At 8:07, begin with the forming of Strand #101 North;
 - At 8:11, the Engagement Length: $600 - 497 = 103\text{mm} > 100 - \text{GOOD}$
Stick-out: $6-8\text{mm} < 10\text{mm}$
 - At 8:11, begin Hauling Strand #102;
 - At 8:26, begin forming the Strand (#101) by using the Knife Plates (called cut the knives);
I left at about 9:15 to check twist on Strand #102, on the 2 main spans and returned at about 9:35. There was no twist on the North Main Span (NMS) and I thought that there was a twist of 720 degrees on the South side. I asked Bob to double check my finding and he reported that there was No Twist on this strand.
 - Begin and complete the INSTALLATION of strand #101 between 9:15 and 9:45 (observed by B. Brignano, while I was inspecting twist on strand #102);
 - At 9:37, strand #102 was transferred from the primary winch to the secondary winch-Floated Out;
 - At 10:00, checked twist on strand #101 North from the saddle to the anchorage: No Twist;
 - At 9:44, Hauling of strand #103 concluded;
 - At 10:15, Strand #105 was placed on the swift;
 - At 10:52, Begin Hauling strand #104;
 - By 11:35, the HEXing of strand #102 was complete to about 4 feet to the West of the saddle, at which time James Wilkerson began cutting the knives;

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- At 11:45, measuring Engagement & stick-out Lengths for Strand #102:

E. L.: 600-(495) =105 >100mm, GOOD

Stick-out: 7 to 8mm <10mm, GOOD

- At 11:45: Begin the HEXing of strand #103;

- For the names of all the crew members, please refer to Tai-Lin Liu's report;

- For all events after 12:00, please refer to Tai-Lin Liu's report, as my field hours are from 5:00 to 12:00;

04-0120F4 Bid Item: 067 C-PWS-076.067 Install & Adjust PWS 76-80

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-086.067 Install & Adjust PWS 86-90

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-091.067 Install & Adjust PWS 91-95

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-096.067 Install & Adjust PWS 96-100

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-101.067 Install & Adjust PWS 101-105

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-006.067 Install & Adjust PWS 6-10

AMERICAN BRIDGE/FLUOR, A JV